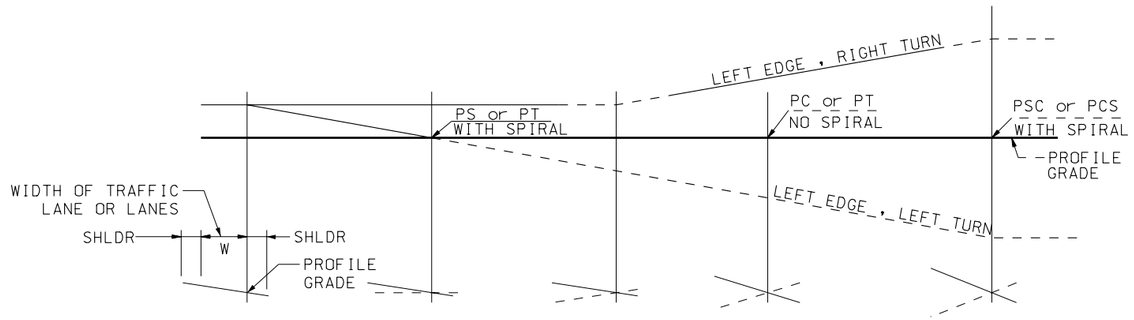
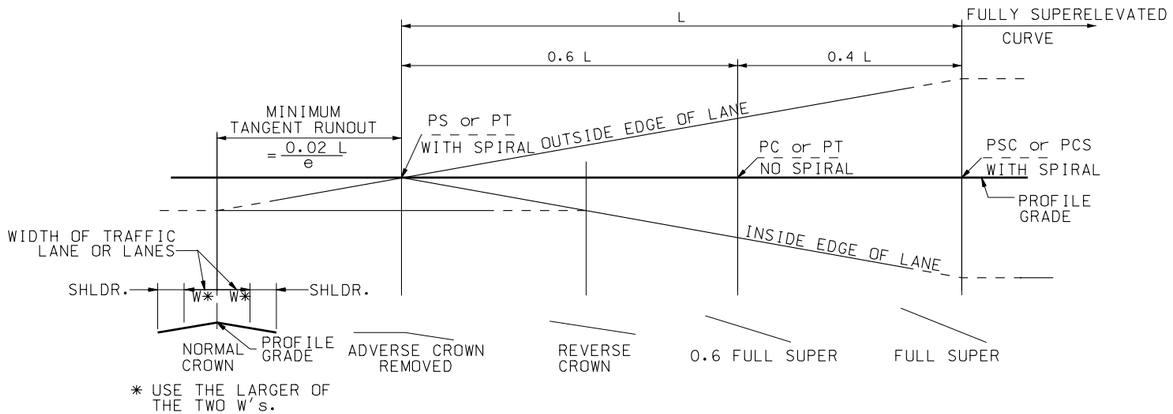


PROFILE – SINGLE CROWN ROAD

(FOR ONE-DIRECTION ROADWAY CROSS SECTION ONLY)



PROFILE – DOUBLE CROWN ROAD

LEGEND:

PS = POINT OF SPIRAL

PT = POINT OF TANGENCY

PC = POINT OF CURVATURE

PSC = POINT OF SPRIAL TO CURVE

PCS = POINT OF CURVE TO SPIRAL

e = SUPERELEVATION – %

W = CROSS SECTIONAL DISTANCE IN FEET FROM AXIS OF ROTATION (NORMALLY THE CONTROL LINE) TO THE OUTER EDGE OF THE TRAFFIC LANE OR LANES.

L = MINIMUM SUPERELEVATION RUNOFF LENGTH

NOTES

1. USE CURRENT EDITION OF AASHTO A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS FOR DESIGN OF ROADWAY ELEMENTS.
2. USE CURRENT EDITION OF AASHTO ROADSIDE DESIGN GUIDE FOR CLEAR ZONE REQUIREMENTS.
3. SPIRALS WITH CURVES ARE NOT REQUIRED BUT MAY BE DESIRABLE UNDER HIGH SPEEDS AND SHARP CURVES. WHEN A SPIRAL IS USED, THE LENGTH OF SPIRAL IS EQUAL TO MINIMUM SUPERELEVATION RUNOFF LENGTHS.
4. SUPERELEVATE SURFACED SHOULDERS AT SAME RATE AS TRAFFIC LANES.
5. PLACE THE FOLLOWING INFORMATION ON THE CONSTRUCTION PLANS.
   RATE OF SUPERELEVATION
   BEGIN AND END OF TANGENT RUNOUT
   BEGIN AND END OF SUPERELEVATION RUNOFF IF SPIRALS ARE NOT USED

REVISIONS

NO.	DATE	APPR.	REMARKS

UTAH DEPARTMENT OF TRANSPORTATION

STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION
SALT LAKE CITY, UTAH

RECOMMENDED FOR APPROVAL — JUN.26,2003 DATE

CHAIRMAN STANDARDS COMMITTEE
APPROVED — JUN.26,2003 DATE

DEPUTY DIRECTOR

SUPERELEVATION AND WIDENING

STANDARD DRAWING TITLE

STD. DWG. NO.
DD 1